

Engineering

- Land/Site Development
- Municipal Infrastructure
- Environmental/Water Resources
- Traffic/Transportation
- Recreational

Planning

- Land/Site Development
- Planning Application Management
- Municipal Planning
- Urban Design
- Expert Witness (LPAT)
- Wireless Industry

Landscape Architecture

- Streetscapes & Public Amenities
- Open Space, Parks & Recreation
- Community & Residential
- Commercial & Institutional
- Environmental Restoration

Zoning By-law Amendment and Site Plan Control Application

535 Legget Drive



Prepared for: Wesley Cover International Corporation

Zoning By-law Amendment
535 Legget Drive

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

September 30, 2024

Novatech File: 124045
Ref: R-2024-108

Table of Contents

1.0 EXECUTIVE SUMMARY	2
2.0 INTRODUCTION	2
2.1 Subject Site and Surrounding Area	2
2.2 Development Proposal and Statistics.....	4
3.0 PLANNING ASSESSMENT	5
3.1 Provincial Policy Statement 2020.....	5
3.2 City of Ottawa Official Plan	8
3.3 City of Ottawa Zoning By-law 2008-250	16
3.4 Zoning By-law Amendment.....	16
3.5 Parks	16
3.6 Integrated Environmental Review	17
4.0 CONCLUSION	17

1.0 EXECUTIVE SUMMARY

Novatech has prepared this Planning Rationale on behalf of Wesley Cover International Corporation, the owner of 535 Legget Drive. It is proposed to convert the existing high-rise office building to 115 residential apartments, retaining 400m² of office use at ground floor. A Zoning By-law amendment is required to permit the high-rise apartment use and to establish car parking provisions.

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa's Official Plan and complies with the Zoning By-Law 2008-250.

2.0 INTRODUCTION

2.1 Subject Site and Surrounding Area

The Subject Site is a portion of 535 Legget Drive on the east side of Legget Drive in the Kanata Research Park. The Subject Site will be created via a lot line adjustment, as a 7,722 m² (approx.) parcel containing the building and the front or western parking area. The rear part of the site which comprises the remaining area of the originally 1.24 ha parcel will be absorbed by 555 Legget Drive. It contains surface parking not required for the proposal.

A lot line adjustment application will be filed at the Committee of Adjustment during the ZBLA and SPA process.

The Subject Site is developed with an 11 storey office building also known as 'Tower C' and surface parking. Vehicular access to the parking on the Subject Site is currently across 555 Legget Drive, with the pedestrian entry on the north side of the building. Service entry is on the east side of the building, where there is also a loading dock.

The legal description of the Subject Site is:

CONSOLIDATION OF VARIOUS PROPERTIES: PART OF LOT 8, CONCESSION 4, BEING PARTS 5 AND 6 ON 4R16648 AND PARTS 4, 5 AND 9 ON 4R17106. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION OVER PART 6 ON 4R16648 AS IN LT1248060. TOGETHER WITH AN EASEMENT OVERPARTS 2 AND 4 ON 4R16648 AND PARTS 6, 8, 10, 11, 13 AND 15 ON 4R17106 AS IN OC155462. SUBJECT TO AN EASEMENT IN FAVOUR OF PARTS 2 AND 4 ON 4R16648 AND PARTS 6, 8, 10, 11, 13 AND 15 ON 4R17106 AS INO C155463. SUBJECT TO AN EAEMENT IN FAVOUR OF PARTS 1 AND 2 ON 4R14852 OVER PART 4 ON 4R17106 AS IN LT1242631.

North of the site is the rear portion of the current 535 Legget Drive that will be absorbed by 555 Legget Drive via a lot line adjustment and 555 Legget Drive itself which developed with two similar office towers (known as Towers A and B) and surface parking. To the **east** and **south** is the Brookstreet Hotel and a multi-storey parking garage. To the **west** across Legget Drive is 570 March Road, which contains the surface parking lot for the Nokia office building to the north at 600 March Road. It is proposed to redevelop 570 March Road for a new mixed use building.



Figure 1: Subject site and surrounding area

2.2 Development Proposal and Statistics

It is proposed to convert the existing eleven storey office building to 115 residential apartments, which will be rental apartments. A 400m² portion of the ground floor will be retained as office use.

A number of changes will be made to the existing building, the key external ones being a new residential entry at the south west corner (the existing entry on the north side will be retained to access the office space and recladding including Juliette balconies. A new ground level canopy will be added. The back of house and move in/out loading space at the rear of the building will also be re-arranged. A connection to the Brookstreet Hotel will be provided and the facilities of the Brookstreet Hotel will be available to residents. These include restaurants, fitness facilities, spa, golf course and meeting and event spaces.

New vehicular and pedestrian accesses will be provided from Legget Drive. The office building is currently accessed via 555 Legget Drive and the intention is to visually and functionally separate the residential building from neighbouring office buildings. The access across 555 Legget will still serve as an exit from the drop-off area to Legget Drive, access to the move in/out space and for pedestrians. 108 car parking spaces will be provided. However, it is proposed to remove the requirement for resident and office parking from the zoning, in line with Official Plan policy and to just retain the visitor parking requirement. A total of 95 bicycles spaces will be provided, of which 89 will be in the basement and six near the building entry.



Figure 2: Proposal looking northeast

3.0 PLANNING ASSESSMENT

3.1 Provincial Policy Statement 2024

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Policy Statement* (PPS). The relevant provisions of the PPS are assessed below.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

Section 2.2 of the PPS provides policies on housing. The relevant policies are addressed below:

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

The proposed development offers a range of apartments to accommodate various needs.

a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*

b) *permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

The proposed development re-uses a compact building form which minimizes land consumption and servicing costs, diversifies the housing choice in the area to cater to people of all ages and life stages and does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The proposed development efficiently uses land and existing infrastructure. The location is close to facilities and supports transit.

Section 2.9 of the PPS provides policies on Energy Conservation, Air Quality and Climate Change housing. The relevant policies are addressed below:

1. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

a) *support the achievement of compact, transit-supportive, and complete communities;*

b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*

c) *support energy conservation and efficiency;*

d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*

e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

A compact residential built form is proposed at a node within 600m of a future BRT station.

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

2. *Before consideration is given to developing new infrastructure and public service facilities: a) the use of existing infrastructure and public service facilities should be optimized; and b) opportunities for adaptive re-use should be considered, wherever feasible.*

A Serviceability Report prepared by Novatech and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the reports for details.

Chapter 4: Wise Use and Management of Resources

Section 4.2 of the PPS provides policies on Water.

2. *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*

Section 4.3 of the PPS provides policies on Agriculture.

4.3.1 General Policies for Agriculture

2. *As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.*

Section 4.4 of the PPS provides policies on Minerals and Petroleum.

4.4.1 General Policies for Minerals and Petroleum

1. *Minerals and petroleum resources shall be protected for long-term use.*

Section 4.5 of the PPS provides policies on Mineral Aggregate Resources.

4.5.1 General Policies for Mineral Aggregate Resources

1. Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

None of the above exist on or adjacent to the subject site.

Section 4.6 of the PPS provides policies on Cultural Heritage and Archaeology.

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

An Archaeological Resource Assessment was not required by City staff for this application.

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

Protecting Public Health and Safety

Section 5.2 of the PPS provides policies on Natural Hazards.

2. Development shall generally be directed to areas outside of:

a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;

b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and

c) hazardous sites.

The proposed development is not occurring within natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

1. Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

2. Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

A Phase 1 Environmental Site Assessment by Paterson dated September 16, 2024 forms part of this application. It concludes that a Phase 2 Environmental Site Assessment is required and accordingly, a Phase 2 Environmental Site Assessment by Paterson also forms part of this application.

3.2 City of Ottawa Official Plan

Strategic Directions and Growth Management

Section 2 (Strategic Directions) of the Official Plan outlines strategic directions for development within the City. In particular, the proposed development promotes strategic directions related to Intensification and Diversify Housing Options, Energy and Climate Change and Healthy and Inclusive Communities. Section 3 (Growth Management) of the Official Plan describes the City of Ottawa's Growth Management Framework to support growth and development to the year 2046.

The proposal is assessed below:

- The proposed development is located on lands designated for residential growth within the urban area of the City of Ottawa and with access to municipal services.
- The proposal re-uses an obsolete office building that otherwise has a long lifespan. The resources required to convert the building to residential are significantly less than constructing a new building. The proposal supports energy efficient modes of transportation by providing housing close to a future rapid transit corridor and connecting to pedestrian and cycling networks.
- The office to residential conversion proposes 115 new units within the urban boundary that will serve residents in different life stages. The proposed development contributes to the OP goal of introducing residential use into the Kanada North Economic District and supports the objectives of 15-minute neighbourhoods by providing additional housing near parks and greenspaces, active transportation routes and future bus rapid transit services.

Official Plan Designations

Schedule B5 - Suburban (West) Transect designates the subject site as part of the Kanata North Economic District (yellow):



Figure 3: Schedule B5

Schedule C2 – Transit Network shows Transitway Stations (blue) at the intersections of March Road and Terry Fox Drive and Solandt Road:



Figure 4: Schedule C2

Schedule C3 - Active Transportation Network shows Major Pathways (red) on Terry Fox Drive to the west of March Road and to the south of the subject site:



Figure 5: Schedule C3

Schedule C4 – Urban Road Network designates Legget Drive as a Minor Collector (green):



Figure 6: Schedule C4

Schedule C7-A - Design Priority Areas – Urban includes the subject site.
Schedule C11-A - Natural Heritage System (West) designates the subject site as urban area.
Schedule C12 - Urban Greenspace does not show any green space on or near the subject site.
Schedule C15 - Environmental Constraints shows unstable slopes on Shirley's Brook so the south of the site (these three schedules are not shown here)

Assessment against Section 6.6 Special Districts

The subject site is in one of two Special Economic Districts, entitled the Kanata North Economic District (KNED). The importance of the district and its planning challenges are at Section 6.6.3.2:

Kanata North Economic District is a globally significant technology innovation cluster and a major contributor to Canada and Ottawa's respective economies. As of 2020, it represents Canada's largest research and innovation cluster, with approximately 500 hectares of land and over 24,000 tech jobs and over 540 companies. It was developed in the 1970s and followed the leading planning concepts of the day for greenfield office parks.

Kanata North has sustained growth since its inception, but in order to maintain its competitiveness, a number of planning-related challenges require solutions. Enhancing mobility options, mixed-use development and urban design will contribute to the quality of life for those who live, work, learn and play in Kanata North and boost its ability to compete for talent. Allow for the potential consideration of pilot projects that promote the district as a living lab, such as autonomous vehicles. Designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator over the next 25 years.

Over-arching policy is at 1):

1) To promote growth and competitive position for talent, jobs and investment, the following goals and objectives will apply:

a) Transform over time from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable modes of transportation. Where public transit and active transportation becomes an attractive choice, it will reduce the need for a car for access and circulation;

b) In order to create a critical mass to support mixed uses, the highest densities shall be focused on two emerging activity centres located generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road. The objective is to add dwelling units within a 600 metres radius walking distance of these stations to provide people and jobs to support retail and commercial;

c) Recognize the importance of both March Road and Legget Drive as major connectors, each with their role to play in mobility and in distinct character:

ii) Legget Drive shall evolve to support a more compact built-form, mid- and low-rise, pedestrian-oriented experience and a human scale place; and

d) Permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. However, the land outside of the activity centres, March Road and Legget Drive should generally be focused on employment and ancillary uses; and

e) Opportunities will be explored through development applications to create a finer grid block pattern and increase intersection density. Introducing new private or public streets and walkways on larger parcels will allow for improved connectivity and public realm. Where feasible, blocks should generally be one hectare in size with intersections about 150 to 180 metres apart.

- **In relation to a) and b), parking on the Subject Site has been reduced from the existing condition and replaced with landscaping. The location is ideal to capitalize on the future BRT on March Road. In relation to c)ii), the building is existing, but the changes such as the Juliette balconies, ground floor canopy and landscaping make it more pedestrian oriented and human-scaled. In relation to d), residential and office uses are proposed. In relation to e), there is no opportunity to introduce new streets to this proposal. Notwithstanding, the Subject Site has a narrow frontage compared to neighbouring sites, at 105.74 metres.**

Policy sets out two Activity Centres in the District. The subject site is in the northern one, defined as within 600m of the future BRT station at the intersection of Terry Fox Drive and March Road.

Objective 4 focuses on the Activity Centres:

The planned function of the activity centres is to concentrate a diversity of uses, a higher density of development, and a greater degree of mixed uses near the rapid transit. The goal of encouraging these complete communities is to invite residents of all income levels, to have places to live, work, learn and play and to access daily needs without a car. The following policies apply to activity centres:

a) Each of the activity centres includes the area generally within 600 metres of the planned Transitway stations at Terry Fox Drive and Station Road. These areas shall develop high densities of jobs and housing and permit up to high-rise buildings consistent with applicable Urban Design Guidelines. Residential and mixed-use buildings should generally have a minimum height of four storeys;

b) Each of the activity centres should include a signature urban plaza which may be a privately-owned public space and will be framed by buildings with additional at grade private spaces for cafes, restaurants and other arts, entertainment and makerspaces. Through the development application process, the urban plazas will be planned, designed and programmed to celebrate the Kanata North Economic District. Locate the highest density and mixed uses as close as possible to signature urban plazas and within walking distance of transit stations;

c) Encourage a broad range of dwelling sizes, including market and affordable housing;

d) In addition to the establishment of urban plazas, as the number of residents increase through development, additional public parks as part of parkland dedication may be required. Their design shall suit the scale of development and include amenities that reflect the culture of the Kanata North Economic District and meet recreation needs of residential developments;

e) Development shall not require minimum parking, and:

f) Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.

- **The proposal is an excellent example of what the above policies are trying to achieve in the Activity Centres and more broadly in the Special District. It is a high density mixed use development. The proposal is close to future transit and existing facilities such as the Brookstreet Hotel and the small commercial cluster at 555 Legget Drive Blackwood Business Centre. It will also capitalise on the approximately 2,120m² of retail proposed for the development across Legget Drive at 570 March. Due to the proximity of existing and proposed retail, it is not proposed to provide retail in the proposal.**

Policy 5 expands on the role of March Road and Legget Drive:

5) March Road and Legget Drive are important streets that define the character of the Kanata North Economic District. The following should apply to development on March Road and Legget Drive:

b) On Legget Drive, outside of the activity centre areas and if included in the development, small scale retail, cafés, restaurants and other services are desirable at grade level and should be oriented to the street level. Create a complete street where every user feels safe and is accommodated with sidewalks, street trees, cycle tracks and streetscaping. On-street parking should be facilitated;

- **The new apartment entry and the ground level amenity area address and activate Legget Drive.**

Kanata North Economic District

The subject site is in one of two Special Economic Districts, entitled the Kanata North Economic District. The importance of the district and its planning challenges are at Section 6.6.3.2:

Kanata North Economic District is a globally significant technology innovation cluster and a major contributor to Canada and Ottawa's respective economies. As of 2020, it represents Canada's largest research and innovation cluster, with approximately 500 hectares of land and over 24,000 tech jobs and over 540 companies. It was developed in the 1970s and followed the leading planning concepts of the day for greenfield office parks.

Kanata North has sustained growth since its inception, but in order to maintain its competitiveness, a number of planning-related challenges require solutions. Enhancing mobility options, mixed-use development and urban design will contribute to the quality of life for those who live, work, learn and play in Kanata North and boost its ability to compete for talent. Allow for the potential consideration of pilot projects that promote the district as a living lab, such as autonomous vehicles. Designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator over the next 25 years.

Policy sets out two Activity Centres in the District. The subject site is in the northern one, defined as within 600m of the future BRT station at the intersection of Terry Fox Drive and March Road.

Objective 1 d) supports residential use in the Activity Centres:

Permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. However, the land outside of the activity centres, March Road and Legget Drive should generally be focused on employment and ancillary uses

Objective 2 outlines how the Zoning By-law should achieve this:

The intent is that wherever possible, land use changes that support the district's economic role will not require an Official Plan amendment. The Zoning By-law will broaden land use permissions, reduce required setbacks, reduce on-site parking requirements and establish minimum/maximum floor space index ratios.

Objective 4 focuses on the Activity Centres:

The planned function of the activity centres is to concentrate a diversity of uses, a higher density of development, and a greater degree of mixed uses near the rapid transit. The goal of encouraging these complete communities is to invite residents of all income levels, to have places to live, work, learn and play and to access daily needs without a car. The following policies apply to activity centres:

a) Each of the activity centres includes the area generally within 600 metres of the planned Transitway stations at Terry Fox Drive and Station Road. These areas shall develop high densities of jobs and housing and permit up to high-rise buildings consistent with applicable Urban Design Guidelines. Residential and mixed-use buildings should generally have a minimum height of four storeys;

b) Each of the activity centres should include a signature urban plaza which may be a privately-owned public space and will be framed by buildings with additional at grade private spaces for cafes, restaurants and other arts, entertainment and makerspaces. Through the development application process, the urban plazas will be planned, designed and programmed to celebrate the Kanata North Economic District. Locate the highest density and mixed uses as close as possible to signature urban plazas and within walking distance of transit stations;

c) Encourage a broad range of dwelling sizes, including market and affordable housing;

d) In addition to the establishment of urban plazas, as the number of residents increase through development, additional public parks as part of parkland dedication may be required. Their design shall suit the scale of development and include amenities that reflect the culture of the Kanata North Economic District and meet recreation needs of residential developments;

e) Development shall not require minimum parking, and:

f) Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.

The proposal is an excellent example of what the above policies are trying to achieve in the Activity Centres and more broadly in the Special District. It represents high density housing at a location that could be considered infill. It is close to future transit and existing facilities such as the Brookstreet Hotel and the small commercial cluster at 555 Legget Drive Blackwood Business Centre. It will also capitalise on the approximately 2,120m² of retail proposed for the development across Legget Drive at 570 March. Due to the proximity of existing and proposed retail, it is not

proposed to provide retail in the proposal. It will also contribute to a catchment area of residents that will encourage additional retail and services. It is likely that many of the residents of the building will work in the Kanata North Business Park and will be able to walk or cycle to work. Rental apartments are generally considered more affordable compared with like condominiums. A broad range of apartment sizes caters to a wide range of people and budgets.

Section 4 of the Draft OP sets out City Wide Policies. Section 4.6 covers Urban Design. Relevant policies are addressed below:

4.6.1 Promote design excellence in Design Priority Areas

The proposal is in a Design Priority Area. A Design Brief forms part of the application. Attendance at Urban Design Review Panel (UDRP) is optional for the Subject Site and will not be taken up. It would be of limited utility as the building is existing.

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its considering liveability

1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;*
- b) Where the planned context anticipates the adjacency of buildings of different heights;*
 - I. Within a designation that is the target for intensification, specifically: Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - II. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*

2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

Although the building is high-rise, it is existing and therefore the relevance of these policies is limited.

3.3 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned Business Park Industrial subzone six with an exception (IP6 [301]).

Exception 301 permits the following additional uses:

- *artist studio*
- *golf course*
- *hotel*
- *personal service business*
- *restaurant, full service*
- *restaurant, take out*
- *retail store*

And adds the following zoning provisions:

- *maximum building height for hotel: 60 m*
- *with the exception of hotel, all permitted uses are limited to a maximum of height of 44 m*
- *the uses listed in Column III (Additional Land Uses Permitted), except for a hotel and golf course, are permitted provided the combined gross floor area of these uses plus a medical facility does not exceed 3,716 square metres*

Refer to the enclosed Zoning Confirmation Report for a detailed zoning assessment.

3.4 Zoning By-law Amendment

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for the Subject Site are as follows:

1. Rezone the Subject Site.
2. Add a new exception [XXXX] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
 - a. In Column II, Applicable Zoning, add the text, "IP6[XXXX]"
 - b. In Column III, Exception Provisions – Additional Land Uses Permitted, add the text:
 - i. Apartment dwelling, high-rise
3. In Column V, Exception Provisions – Provisions, add the following text:

Parking and Loading

- i. Section 101 does not apply.

3.5 Parks

Parkland dedication will be provided as cash-in-lieu at the applicable rate.

3.6 Integrated Environmental Review

In accordance with the Planning Rationale Terms of Reference, an Integrated Environmental Review is not required as the project does not require an Environmental Impact Study.

4.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement and conforms to the City of Ottawa's Official Plan. The proposed amendment to the Zoning By-Law 2008-250 to accommodate residential use and reduce the parking requirements can be approved as it is consistent with policy, diversifies the uses in the Kanata North Business Park, provides much needed housing within walking distance of major employers and reduces car dependence.

This planning rationale, along with the associated Design Brief and technical studies, supports the proposed development. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

NOVATECH

Prepared by:



James Ireland, MCIP, RPP
Project Manager